

The China Mail.

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號六廿月八年二十八百八千一英

HONGKONG, SATURDAY, AUGUST 26, 1882.

日三十月七年午壬

Price, \$24 per Annum.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. O. GEORGE STREET & Co., 30, Cornhill. GORDON & GORCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEAN & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLEN & PRINCE, 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HENNING & Co., Manila.

CHINA.—Messrs A. A. DE MELO & Co., Canton. CAMPBELL & Co., Amoy. WILSON, NICHOLS & Co., Foochow. HEDDE & Co., Shanghai. LANE, CRAWFORD & Co., Yokohama. LANE, CRAWFORD & Co., Hongkong.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £5,000,000. DOLLARS. RESERVE FUND, £2,500,000. DOLLARS.

COURT OF DIRECTORS.

Chairman—H. L. DALRYMPLE, Esq. Deputy Chairman—W. M. REINKER, Esq. H. HOPKINS, Esq. M. E. SASSON, Esq. Hon. F. B. JOHNSON, Esq. C. VINCENT SMITH, Esq. A. P. McEWEN, Esq. W. S. YOUNG, Esq. F. D. SASSON, Esq.

Chief Manager—HONGKONG, THOMAS JACKSON, Esq.

Manager—SHANGHAI, EVAN CAMERON, Esq.

LONDON BANKERS—London and Country Bank.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 19, 1882.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

LONDON BANKERS.

BANK OF ENGLAND.

UNION BANK OF LONDON.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 per cent. per annum.

" 6 " 4 " " "

" 12 " 5 " " "

Current Accounts kept on Terms which may be learnt on application.

Hongkong, June 1, 1882.

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co., Hongkong, July 25, 1872.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £200,000.

Reserve Fund upwards of £200,000.

Annual Income £350,000.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co., Hongkong, October 15, 1868.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

Insurances.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL, £2,000,000. PAID-UP, £200,000. PAID-UP RESERVE FUND, £50,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co., Hongkong, January 1, 1882.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling). Unlimited Liability of Shareholders.

THE Undersigned having been appointed Agents for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & Co., Hongkong, July 1, 1881.

YANTZSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) £420,000.00. PERMANENT RESERVE £230,000.00. SPECIAL RESERVE FUND £200,000.00.

TOTAL CAPITAL AND ACCUMULATED PROFITS £850,000.00.

Directors:—H. DE C. FORBES, Esq., Chairman. J. H. PRINCEVOSS, Esq., Chairman. A. J. M. INVERARNEY, Esq., Chairman. G. H. WHEELER, Esq., Chairman.

HEAD OFFICE—SHANGHAI. Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH: Messrs BARKING BROTHERS & Co., 68 and 69, Cornhill.

Policies granted on Marine Risks to all parts of the World.

Subject to a Charge of 12 per cent. for Interest on Shareholders' Capital, all the Profits of the Association are distributed among all Contributors of Business (whether Shareholders or not) in proportion to the Premium paid by them.

RUSSELL & Co., Agents.

Hongkong, May 8, 1882.

LONDON AND PROVINCIAL FIRE INSURANCE COMPANY, LIMITED.

Subscribed Capital—One Million Sterling.

THE Undersigned, having been appointed Agents in Hongkong and Canton for the above Company, are prepared to issue Policies covering FIRE RISKS at Current Rates.

ADAMSON, BELL & Co., Agents.

Hongkong, July 29, 1882.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE TOKIO MARINE INSURANCE COMPANY, LIMITED.

THE MITSU BISHI MAIL S.S. CO. Having been appointed Agents for the above Company, the Undersigned are prepared to accept MARINE RISKS at Current Rates and usual Discounts.

H. J. H. TRIPP, Agent, M. B. M. S. S. Co., Hongkong, April 26, 1882.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co., Hongkong, January 1, 1882.

To Let.

GODOWNS-TO-LET.

PRIMA EAST AND WANCHAI ROAD.

For Particulars, apply to SIEMSEN & Co., Hongkong, April 26, 1882.

TO LET.

(WITH IMMEDIATE POSSESSION.)

THE NEW FAMILY RESIDENCE situated at the corner of Robinson Road, replete with every convenience, TERMS LOW, STABLE, &c.

Also, 8 FIRST-CLASS GODOWNS of all Sizes Water-side. Inspection is invited.

Apply to SHARP, TOLLER & JOHNSON, Hongkong, June 15, 1882.

For Sale.

SPORTING GOODS.

LANE, CRAWFORD & Co.

HAVE RECEIVED THEIR NEW STOCK OF

LEY'S GREEN, BLUE and BROWN CARTRIDGE CASES.

LEY'S WATERPROOF CAPS and WAISTS.

PROOF and WILKES' SPORTING GUNPOWDER.

LEAD and CHILLED SHOT.

GAMM BAGS and CARTRIDGE BELTS.

RECAPING and RELOADING MACHINES.

POWDER and SHOT MEASURES.

FLASKS, DOG WHISTLES, &c., &c.

SHOOTING BOOTS, STOCKINGS, HATS and SUITS.

TINNED PROVISIONS AND LIQUORS provided for Shooting.

And P I C N I C P A R T I E S at Special Rates.

Hongkong, August 22, 1882.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 28th Instant, at Noon, at the Godowns of Messrs TATA & Co.,—

93 BALES BOMBAY COTTON YARN.

400 lbs. each.

Ex Steamship "Gedong"

(More or less damaged by sea water).

For account of the concerned.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, to be at Purchaser's risk on the fall of the hammer.

H. N. MOODY, Auctioneer.

Hongkong, August 25, 1882.

For Sale.

THE BRITISH STEAMER "GLENELG."

895 Tons net—150 N.E.P., built in 1873 under Special Survey by SAMUDA BROTHERS, Blackwall.

For Particulars, apply to GILMAN & Co., Agents.

Hongkong, August 16, 1882.

FOR SALE.

B. & E. PERIER'S CHAMPAGNE.

Pints.....\$18 per 12 dozen Cases.

½ Pints.....\$19 per 4 dozen.

GILMAN & Co., Hongkong, June 23, 1882.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts.....\$17 per 12 doz. Cases.

Pints.....\$18 per 12 doz. "

GIBB, LIVINGSTON & Co., Hongkong, November 1, 1881.

To Let.

NO. 3, SEYMOUR TERRACE.

No. 2 and 4, PRINCE'S HILL.

No. 4, Old Bailey Street.

No. 6, QUEEN'S ROAD CENTRAL (late occupied by PIERCE MAIL S.S. Co.).

Apply to DAVID SASSON, SONS & Co., Hongkong, July 24, 1882.

TO BE LET.

THE STORE now occupied by the American Novelty Company in Market House, Queen's Road Central.

Apply to HONGKONG DISPENSARY, Hongkong, August 1, 1882.

Intimations.

NOTICE.

NOTICE is hereby given that Crown Rights for the Half-Year ended the 24th June, 1882, and the POLICE, LICENSING, WATER and FIRE BRIGADE RATES for the 3rd Quarter of 1882 must be paid on or before the 31st August.

Defaulters after that date will be proceeded against in the Supreme Court.

J. RUSSELL, Colonial Treasurer.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-Year ending 30th June last, at the Rate of 2 1/10 Sterling per Share of \$125, is PAYABLE on and after SATURDAY, the 19th Instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, August 18, 1882.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Half-Yearly MEETING of SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, on MONDAY, August 28th, 1882, at 3 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1882.

The Transfer BOOKS of the Company will be CLOSED from the 12th to 25th Instant, both days inclusive.

By Order of the Board of Directors, R. COOKE, Acting Secretary.

Hongkong, August 7, 1882.

TAKASIMA COLLIERY.

THE Undersigned has been appointed AGENT for the SALE of the above COALS at Hongkong, from and after this date.

J. H. TRIPP, Mitsui Bishi Mail S.S. Co.

Hongkong, April 26, 1882.

NOTICE OF REMOVAL.

THE SHIPBUILDING YARD and the Whole ENGINE DEPARTMENT of the Undersigned have been REMOVED from No. 9, MIDDLE STREET, West Point, Hongkong, to Kwang Chung, opposite Hongkong, close to the right side of the Government Coal Wharf, where ample accommodation has been secured for Building or Repairing Large Vessels.

Orders or Communications from Hongkong side can be made either through Mr. TAM YIK KUI, Chinese Mail Office or KUN CHUNG TAI, Bonham Strand.

TAM A-MOW, Master of Mow Kee, Ship-builder and Engine Manufacturer, Kwun Chuen opposite Hongkong.

Hongkong, August 7, 1882.

Notices to Consignees.

STEAMSHIP "OXUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "Oxus," from London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium and Treasure—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon To-day, the 25th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 1st September, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, August 25, 1882.

CASTLE LINE OF STEAMERS.

FROM LONDON AND SINGAPORE.

THE S.S. "Stirling Castle," MARSHALL, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned at Wanchai, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 6 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 28th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, August 21, 1882.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM LONDON AND SINGAPORE.

THE Company's S.S. "Kwongchow" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 5 p.m. To-day, the 24th August.

Cargo remaining undelivered after the 31st Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, August 24, 1882.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Djennah.

200 (in dia.) 498, 1 case Safes, Order, from London.

EBJ, 6 cases Sharfings, Order, from Madras.

G. DE CHAMPEAUX, Agent.

Hongkong, August 19, 1882.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR AMOY AND SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEKOO, NEW CHWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship "Prism," Captain BUTLER, will be despatched at Daylight on SUNDAY, the 27th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 26, 1882.

FOR BANGKOK (DIRECT).

The Steamship "Indra," Captain ALANUS, will be despatched as above on MONDAY, the 28th Instant, at 2 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Hongkong, August 25, 1882.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "Dionysus," Captain S. ASSON, will be despatched for the above Ports on TUESDAY, the 29th Instant, at Noon.

For Sale.

MacEwen, FRICKEL & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat),
ARE NOW LANDING, EX
BRITISH BARQUE
"STILLWATER."

DEVOS'S NONPAREIL
BRILLIANT
KEROSENE OIL,
150 test.
SPARTAN COOKING
STOVES.

FAIRBANKS SCALES.

OAKUM.

TAR.

TURPENTINE.

EX "AMERICAN MAIL."

CALIFORNIA

CRACKER

COMPANY'S BISCUITS in 5 lb

and loose.

Almond and BIS-

CUITS.

Lemon 5 foot Mixed

BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

CORNMEAL.

POPCORN BUTTER.

Eaten and California CHEESE.

Boneless CODFISH.

Prime HAMS and BACON.

Eagle Brand Condensed MILK.

Peach and APPLE BUTTER.

Pickled OX TONGUES.

Family PIG-PORK in kegs and pieces.

Pineapple MACKEREL in 5 lb cans.

Beef Ideal SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 24 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage

MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MIXED MEAT.

COMB HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted

MEATS.

Richardson & Robbin's Curried OYSTERS.

Lunch TONGUE.

McCarty's Sugar LEMONADE.

Clam CHOWDER.

Smoked SALMON.

Green TURTLE in 24 lb cans.

A large assortment of STORES,

including:

TRIVONNAT'S DESSERT FRUITS.

ALMONDS and WALNUTS.

PICNIC TONGUES.

COCOATINA.

VAN HOUTEN'S COCOA.

LIEBEN & EPP'S COCOA.

FRENCH PLUMS.

PATI DE FOIE GRAS.

MINCEMEAT.

SAUSAGES.

BROWN.

ISIGNY BUTTER.

DANISH BUTTER.

BREAKFAST TONGUES.

ANCHOVIES.

ASPARAGUS.

SOUPS, &c.

WINE AND SPIRITS.

CHAMPAGNES—

HIEBESKY'S MONOPOLE & WHITE

SEAL.

VUEVE CLIOUOT PONSARDIN.

JULES MUMM & Co., pints & quarts.

CLARETS—

CHATEAU MARGAUX.

CHATEAU LA ROSE, pints & quarts.

CHATEAU LAITE.

LEON GRAVES.

BREAKFAST CLARET.

SHERRIES & PORT—

SACON'S MANZANILLA & AMON-

TILLADO.

SACON'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1 and 3-star HENNESSY'S BRANDY.

BACQUET DUBOIS & Co.'s BRANDY.

FINEST OLD BOURBON WHISKY.

KNAB'S LL WHISKY.

ROYAL GLENDEE WHISKY.

CHARTREUSE.

MARASCHINO.

CUBACAO.

ANGOSTURA, BOTTLED BY CAMERON AND

SANDERS, pints and quarts.

GUINNESS'S STOUT bottled by E. &

J. BURKE, pints and quarts.

PILSENER BEER, in quarts.

DRAUGHT ALE and PORT, by the

Gallon.

ALE and PORTER, in hogsheads.

SPECIAL SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in

5 and 10 catty boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

SEASIDE LIBRARY, 15 to 25 cents.

FRANKLIN SQUARE LIBRARY, 15 to

25 cents.

MUNN'S PATENT FIREPROOF

SAVES, and CASH BOXES, at

Manufacturer's Prices.

Hongkong, June 1, 1882.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S.S. *BELOIC* will be despatched
for San Francisco via Yokohama,
on SATURDAY, the 28th September, 1882,
at Noon.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.
Return Passengers from San Francisco
to Hongkong will be granted at a
reduction of 25%.

For further information as to Freight or
Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

CHAS. D. HARMAN, Acting Agent.

Hongkong, August 23, 1882. sc2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF*

PEKING will be despatched for San

Francisco, via Yokohama, on FRIDAY,

the 15th September, 1882, at Noon, taking

Passengers, and to ports in Mexico, Central

and South America, by the Company's and

connecting Steamers.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and

Inland Cities of the United States, via Over-

land Railways, to Havana, Trinidad, and

other ports in the West Indies, Central

and South America, by the Company's and

connecting Steamers.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers.

Return Passage Tickets from San Fran-

cisco to Hongkong will be granted at a

reduction of 25%.

Freight will be received on board until 4

p.m. on the 14th September. Parcel Packages

will be received at the office until 5 p.m.,

same day; all Parcel Packages should be

marked to address in full; value of same

is required.

Consular Invoices to accompany Overland

Cargo should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 50A, Queen's Road Central.

CHAS. D. HARMAN, Acting Agent.

Hongkong, August 23, 1882. sc15

Intimations.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-

printed matter.

THIS Mail Summary is compiled from

the Daily China Mail, is published

twice a month on the morning of the

English Mail's departure, and is a re-

cord of each fortnight's current history

of events in China and Japan, con-

tributed in original reports and collated

from the journals published at the various

ports in those countries.

It contains Shipping news from Shanghai,

Hongkong, Canton, &c., and a complete

Commercial Summary.

Subscription, 50 cents per Copy (postage

paid 62 cents) \$12 per annum (postage

paid \$12.50).

Orders should be sent to GEO. MURRAY

BAIN, China Mail Office, 2, Wyndham

Street, not later than the end of the day the

English Mail Steamer leaves.

Terms of Advertising, same as in Daily

China Mail.

THE CHINESE MAIL.

THIS paper is now issued every day.

The subscription is fixed at Four

Dollars per annum delivered in Hong-

kong, or Seven Dollars Fifty Cents in-

cluding postage to Coast ports.

It is the first Chinese Newspaper ever

issued, and is a most valuable and in-

valuable paper to the Chinese community.

The chief support of the paper is of course

derived from the native community,

amongst whom also are to be found the

guardians and securities necessary to

place it on a business and legal footing.

The projectors, basing their estimates

upon the most reliable information from

the various ports in China and Japan,

from Australia, California, Singapore, Po-

nan, Saigon, and other places frequented

by the Chinese, consider themselves justified

in guaranteeing a large and ever-increasing

circulation. The advantages offered to ad-

vertisers are therefore unusually great, and

the foreign community generally will find

it to their interest to avail themselves of

them.

The field open to a paper of this descrip-

tion—conducted by native efforts, but

progressive and anti-obstructive in tone—

is almost limitless. It is on the one hand

a Chinese paper, and on the other it is

a paper that can be given to it by foreigners.

Like English journals it contains Editorials,

with Local, Shipping, and Commercial

News and Advertisements.

Subscription orders for the above may be

sent to

GEO. MURRAY BAIN,

China Mail Office.

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

Entertainment.

CHIARINI'S
ROYAL ITALIAN
CIRCUS,
Menagerie of Performing
ANIMALS,
AND
THE IMPERIAL SHIMIDZU
JAPANESE TROUPE
IN THE
MONSTER PAVILION at BOWRING-
TON.

ENTHUSIASTIC RECEPTION.
BRILLIANT SUCCESS
OF THIS PEELESS COMBINATION.
PERFORMANCE
EVERY EVENING,
Commencing at 9 o'clock.

THE INIMITABLE SARONY.
EVERY EVENING,
OUR GALAXY OF
TWENTY-STAR ARTISTS
(Both Male and Female),
and
CHIARINI'S
MAGNIFICENT STUD OF
TWENTY-EIGHT TRAINED HORSES.

PRICES OF ADMISSION:
Boxes for Six Chairs, \$12.00.
Dress Circle, 2.00.
Stalls (Carpeted Seats), 1.00.
Pit, 0.50.
Children under ten and Students under the
rank of Officers, half-price except to Boxes.

A reserved division of the Carpeted and Pit
Seats has been arranged for NATIVE LADIES.
(To which they alone are admitted.)

For A Plan of the Seats can be seen at the
Entrance to the
HONGKONG HOTEL
(Mr. Moore's Office),
where Tickets will be on Sale To-day and
Daily from 9 A.M. till 4 P.M., accom-

modating Parties who may wish
to secure seats in advance.
Doors open at 7.30 p.m.—Performance to
commence at 9 p.m. only.

G. AGRATI, General Agent.

Hongkong, August 26, 1882.

To-day's Advertisements.

FOR BRISBANE, SYDNEY AND

MELBOURNE (DIRECT.)

(Outside the BARRIER REEFS),

Taking Cargo at through rates for ADE-

LAIDE, all NEW ZEALAND and

TASMANIAN PORTS, NEW CALE-

DONIA and FIJI.

The Steamship "Hungarian,"

Captain ALBION, will be

despatched as above on

MONDAY, the 4th September, at 4 p.m.,

instead of as previously notified.

The Steamer has excellent Cabin Accom-

modation.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.

Hongkong, August 26, 1882. sc4

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLUMBO, ADEN, SUETZ, ISMAILIA,

PORT SAID, SYRIAN PORTS,

NAPLES, MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO,

PONDICHERY, MADRAS, CALCUTTA

AND ALL INDIAN PORTS.

ON THURSDAY, the 7th September,

1882, at Noon, the Company's S. S.

DUENNAH, Commandant de Bousseuil

BARON, with MAILS, PASSENGERS,

SPECIE, and CARGO, will leave this Port

for the above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and ac-

cepted in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted until

Noon of 6th September, 1882.

Cargo will be received on board until 4

p.m., Specie and Parcels until 3 p.m. on

the 6th September, 1882. (Parcels are not

to be sent on board; they must be left at

the Agency's Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, August 26, 1882. sc7

TO LET.

TWO HOUSES in RICHMOND TERRACE,

Boulevard Road. Rent Moderate.

Apply to

HONGKONG DISPENSARY.

Hongkong, July 7, 1882.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

THE PRESS IN NORTH BORNEO.

It is generally considered an indubitable sign of progress, and of the intelligence of a Community when sufficient support can be found for the upkeep of a newspaper and its staff, and therefore we must infer that North Borneo is progressing. We have before us a somewhat novel specimen of that *Arakimondian* lower press. Its title is *Burney Tong*, it is dated Kluang, 10th August, 1892, and by means of three figures in the corner we arrive at the conclusion that the number before us is the 16th. The got-up is fairly good, and the manuscript in most parts is clear enough to break the heart of a down-trodden copyist clerk with envy. But it is not, and it is not, that this newspaper rejoices not in such luxuries as brevity, bourgeois, or long primer, classes of type which are found so handy in the production of newspapers in the East, but is entirely in manuscript. The advertisement page has more margin than anything else, and its sole tenant is a Celestial, named Ah Chee, who offers points, oils, nails, rope, hardware, crockery, tinware, and liquors at the lowest possible price. The local news pages are well filled. Amongst other marks of progress recorded, we find that a "capital little town" is having been selected at the Beatrice, a little town is going to be started there, to be called "Hartinton." Some of our Hongkong friends are interested in this we hear. It is also hinted by the *Burney Tong* that one of those indispensable fire-runners of civilisation, an hotel is likely to be erected, and it is expected by our North Borneo friend that many Hongkong people, especially ladies, will visit them during the summer. Our Borneo contemporary states that the *Tanandee* had arrived in Sabah, with Mr. B. C. de Lissa, the sugar pioneer and founder of the town of Lissaville, near Port Darwin. Mr. de Lissa was to start on a journey up the Kiva Batangan river and round Darvel Bay in search of the oil and situation most adapted to his operations. Mr. Sacho, a young engineer of much experience, accompanies him. We extract an account of the third nest caves at Gornantun, which will be read with interest.

On the 11th July, I started from Melapi for the purpose of visiting the well-known hills near Gornantun, and the *Tanandee*. The route to this hill being up a miserable small river, and then over a swampy bit of ground, is devoid of all interest, although a little is excited by the snakes on overhanging low branches in the former and by the innumerable fleecy in the latter. From Melapi to the foot of the Hill takes about a day. After a bath in a beautiful spring, we started up and found it much easier than I anticipated. A little way up, we reached the first resting place, just under a small precipice and close to a very black wood-looking chasm with a large cave running out of it, and running down so abruptly that it is dangerous to anyone save an experienced collector. Above this is another large cave called Kina Batang, and after a short burst over boulders and up small ladders, the Simud Puti entrance is reached, a night worth going a long way to see. This cave is a ghastly receptacle, with its floor in precipitous above to the top about 50 feet, and below to the bottom about 350; the approach is by a small ledge running along one side, forming a natural footpath; at the end of this footpath, by the entrance, is a ladder of some 20 feet in height, ascending which is not over a dozen steps, and from there a narrow path leads to a little scramble to the top of the precipice is reached, there is an unpleasant bit of walking along the edge, but after this right up to the top of the hill the walk, barring one or two rocky places, is easy and safe. On the summit there is a little house situated on a grassy spot, and from here a magnificent view of the country from Sandakan to Silam is obtained, the bird's-eye view of Sandakan harbour being especially grand. Bubung Bulud entrance is situated on the summit, but the entrance is impracticable, being a sheer drop to the caves beneath, of over 600 feet, the most chattering descent by means of rattans and collecting the nuts from the sides, but not without great risk, and many lives have been lost both by accident and from treachery.

These caves have all, excepting the five caves of Simud Puti (black entrance), a common entrance in Simud Puti (white entrance). This cave of Simud Puti (white entrance) like all other caves in Borneo runs down at an angle of 25° from some distance down to a terribly black looking abyss, as yet unexplored even by natives, and then sharply to the left, assuming very fine proportions, from the right and left on other branches, some terminating abruptly and others running up to their own outlets. Simud Puti cave terminates in a grand chamber, at the top of which is a bubung Bulud and other outlets, forming natural windows, as it were, and being one of the finest sights that I have yet seen in Borneo. The Simud Puti cave runs in from the foot of the hill towards Simud Puti, into a fine open chamber, on one side of which 250 feet above, is situated the Simud Puti entrance. The cave then runs into the hill again, probably into the afore-mentioned abyss.

The collection of bat or bird guano in these caves is something astonishing, and, if these caves are properly worked, may become a great source of revenue to the Company. The atmosphere is very unpleasant and unwholesome, though it apparently does not disagree with the natives, who, during the collecting of Bird-nests, live in the caves. These caves are the richest in nests yet known in this territory, and if properly worked by the natives would well repay them, but they seem lazy and not over-zealous to their own interest. I am informed that nests of the best quality fetch as much as \$25 a cavity, and should, in the Hongkong market, fetch much more.

I stayed three days on the hill making investigations, and was glad to get down again as the living was not over pleasant, and the water scant, and very bad, but a trip to these caves will well repay a little privation in that line. My return trip, being down river, only took one day.

We take another extract—
We have been favored by a passenger with the following interesting items relative to the passage of the Eastern and Australia Company's steamer *Tanandee*, on her trip from Port Darwin, Australia, direct to the above Port. He describes the steamer as having magnificent passenger accommodation, and the unanimous expression of goodwill that himself and passengers

speak of her gallant commander, S. G. Green, must be gratifying to the feelings of that gentleman. The vessel has a carrying capacity of over 2,000 tons register, and steams at the rate of 10 1/2 knots per hour. The steamer left Port Darwin on the evening of the 10th August, and arrived in Sandakan harbor about noon, 10th instant. The route lay first through the Arakimond Sea, passing German Island, thence through the Manipa Straits, passing the North East end of the Colobes Island, and across the Colobes Strait to the Strait Straits, whence to Sandakan Bay. The trip, which occupied nearly six days, is described as being remarkable throughout for calm seas, resembling lakes by the absence of any swells and the gentle cool breezes which accompanied the vessel from the start to the finish. The fact of tropical lands being almost constantly in view, lent another charm to the passage by this route; which, will soon be appreciated and made use of by pleasure seekers as well as by business men. The Heads which mark the entrance to Sandakan harbor are grandly bold, and are well marked by a light summit with profuse and varied tropical growth. Without any hesitation, except that the usual seamanlike precautions were used, the commander, without the assistance of any pilot, steamed his vessel into this magnificent harbor and came to anchor within a cable's length of the shore. The inhabitants, when they came up from their seclusion were greatly surprised to see the *Tanandee* suddenly surveying their Harbor and Town. Our informant gives his first impressions of Sandakan Harbor to the effect, that it surpasses Sydney Harbor in extent, and the beauty of scenery is unsurpassed and far beyond anything seen in the wide world. The Coast fringing presents a wealth of grandly wooded country, whilst the various and numerous neat villages that are seen perched on the slopes of the hills, or built on piles over the calm tide waters of the Bay, form a coup d'oeil that may occasionally excite the imagination in the realms of dreamland, but seldom occur to denizens of less truly tropical climes.

It happening to be a full day amongst the Mahomedan population, hundreds of boats were skimming the waters filled with happy crowds, dressed handsomely and gaily in holiday costume, and this tended to enhance the beauty of the scene. The Town itself has a splendid site, and is rapidly assuming large proportions. The *Tanandee* was an unexpected arrival, but it speaks well for the trade of the Port that she immediately received a large quantity of valuable log timber for Hongkong. During the steamer's stay a visit was paid to various parts of the Harbor, the local steamer being pressed into service and a veteran skipper, Walters, a resident of Borneo 25 years, spoke in glowing terms of the beautiful land of his adoption, and the enormous value of her undeveloped natural resources.

We must not forget to mention in conclusion, that a most enjoyable entertainment was provided by the Commander and officers of the *Tanandee* on the evening previous to her departure, to which the Europeans resident were invited and mutual expressions of esteem on both sides were indulged in.

CORRESPONDENCE.

THE "RICKSHA NUISANCE."
To the Editor of the "CHINA MAIL."

Sir,—Welcome to many as the return of Chinaman's Cries to the Colony undoubtedly will be. I, for one, as a resident at the Hongkong Hotel, and I question not that I speak the sentiment of all occupants of houses in its neighbourhood, have reason to regret its advent, and that solely on account of the reputation of the disgraceful "ricksha nuisance" of which it is the innocent cause. On the evening of every performance at the Hongkong Hotel, the whole part of the Hotel facing Queen's Road, and for some distance beyond it, literally swarms with chairs and "rickshas" on the lookout for fares, and no sooner does a European emerge from the Hotel or appear in the streets than all these obstructionists are with their eyes fixed on him, and from hence a magnificent view of the country from Sandakan to Silam is obtained, the bird's-eye view of Sandakan harbour being especially grand. Bubung Bulud entrance is situated on the summit, but the entrance is impracticable, being a sheer drop to the caves beneath, of over 600 feet, the most chattering descent by means of rattans and collecting the nuts from the sides, but not without great risk, and many lives have been lost both by accident and from treachery.

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Police Intelligence.

(Before H. G. Thomson, Esq.)
Saturday, 26th August.

DUNKIN AND INCAPABLE.

Bertoff Nicollet, seaman, was charged with being drunk and incapable. He was arrested about ten o'clock yesterday evening, and taken to the Police Station, where he was in a state of intoxication that he was sent from there to the Civil Hospital. He admitted the charge, and stated that he belonged to the German steamer *Piedra*, which sailed for Swatow yesterday. He was fined \$10, or seven days imprisonment with hard labour, the fine was paid.

STREET GAMBLING.

Two Atai, hawkers, were seen gambling with others near the Harbour Master's Office yesterday afternoon by a Sikh constable who was dressed in plain clothes. The hawkers attempted to escape by jumping into a boat, but the constable followed and arrested him. His character is not an unblemished one, he having been convicted on three previous occasions. The Magistrate sentenced the prisoner to one month's imprisonment with hard labour, notwithstanding the fact that he protested that he had been arrested for nothing.

ATTEMPTING TO COMMIT SUICIDE.

Cheng Kwai, cook, was charged with attempting to commit suicide, by taking an overdose of opium. It seems that the defendant came to Hongkong from his native place, Sun Woo, on the 21st instant to look for employment. He failed to get an engagement, and not being able to raise money sufficient to pay his passage home, he took a dose of opium with the intention of ending his troubles. His intention was frustrated, however, by a constable, who, on being informed of what had happened, took the man to the Station and thence to the Hospital, where omics were applied with good effect. The Magistrate gave instructions to pay the defendant's passage to Sun Woo out of the poor box.

DANGEROUS CHARACTERS.

Lo Ng Pak and Lo Man, were charged with being in possession of deadly weapons, not having valid passes.

P. C. Ryan, who is stationed at Whitfield, found the prisoners loitering on the road near the Station about half past nine yesterday night. Both men had loaded muskets in their possession, the first being one which was a recent purchase, and the second two loaded muskets, a revolver, and also some cartridges. In answer to the constable's enquiry as to where they were going, the first prisoner said at first that they belonged to a French steamer, and had purchased the arms for the steamer's use; he contradicted himself, however, by saying they were waiting for a boat to go to Loong King, where they had a friend who asked them to bring the muskets. The prisoners stated before the Magistrate that they had bought the muskets as they belonged to an opium smuggling boat.

A fine of \$10 or one month's imprisonment with hard labour was imposed on each.

DETENTION.

Wong Kwai, butcher, was charged with detaining a boy of the age of 10 years, the son of Chan Young, bricklayer. The father of the boy stated that he lived in 10 Yuk Lane. On the 23rd instant, he found the boy at home, and did not return that night. The father searched for him, and having failed to find any trace of him, he reported the matter at the Police Station and posted notices offering a reward of \$5 for the recovery of the boy. Yesterday evening he received information that the boy was in a house in Third Street. He proceeded to the house with his informant, and a Chinese detective, and found his boy, who was very glad to see his father, and a prisoner and several women were in the house; and the prisoner was given in charge.

Chun Kwan Kwai said he was ten years of age; the last witness was his father. On the evening of the 23rd instant, while he was walking in Queen's Road West, the prisoner asked him to accompany him. The boy did so, and the defendant took him to the house he was found in by his father. While in this house the prisoner promised to take him to Canton. The boy asked the prisoner to allow him to go home, but the prisoner refused.

The case was committed for trial at the Criminal Sessions of the Supreme Court.

China.

CORRECTION.
Chiao, 16th August.

A Correspondent writes from Chiao—The Chinese Admiral has returned from Korea, arriving here on the 13th at 9 a.m., and after exchanging salutes with the Russian and Japanese fleets, he has been ordered to report to the Japanese Emperor. He has occupied a fortress near the mouth of Seoul river, and to ask for Chinese troops to be sent to Korea to counteract the Japanese movement.

The Chinese Government have in consequence taken up the *Chingchi*, *Yehsin* and *Hwangchi* troops for Korea, whether they are to be despatched immediately.—N.C.D. News.

CHINESE TROOPS FOR KOREA.

(Mercury Correspondent.)
Tientsin, Aug. 11, 1892.

It is getting beyond doubt that war between Japan and Korea will take place, owing to the news recently received.

Mr. Kien-tung has returned from his visit to Li Hung-chang and at once left via Chiaofo, with Admiral Ting and ten Chinese men-of-war for Seoul. It is said that telegrams are going to and from Li Hung-chang, so he is equally as busy at home as he was here.

Sir Thomas Wade being recalled at this crisis is very strange and gives rise to much comment here. He will likely leave Peking on the 16th, to visit him China loses her ablest diplomatist, and there now only remains the German Minister to aid and assist the Chinese government how to act at this difficult crisis, for China cannot but aid Korea against Japan, and this even when Korea is wrong.

The *Chingchi* will not return to Shanghai but leaves here to go to Tung-shan-foo in Shanghai, 50 miles South of Chiaofo, to take troops to Korea and other steamers are to do the same. All the Armstrong gunboats and two Foochow built have left for Seoul, ten in all.

Aug. 14.
The troops that are being sent to Seoul from Tung-shan-foo are under command of Shiao Ching, commander-in-chief of Shanghai, 46,000 odd. In Peking, Chang Heng, in Chiaofo, who borders on Kiangsui and Hupai, the rapids are dangerous and the hills lofty, no Hwai salt finds its way there, though the place is nominally a special market. The local merchants have for many years imported and disposed of soda to the

amount of 10,000 *gin*, and some newly established firms have now applied for a special permit to export 200,000 *gin*. To sum up, since the arrival of Menonist till now, a period of over three months, fresh permits for the sale of 192,800 *gin* of salt in Hupai and Anhui have been issued, one sale of which, it is reckoned, will add more than 170,000 *taels* to the Salt Gelbelle, and 1,200,000 *taels* to the salt *tselin*. In this computation are not included the permits applied for in the three prefectures of Heng-hou, Yung-chou, and Pao-ching, and the additional permits to convey soda applied for in the single district of Ping-chang. The statutory number of permits has now been issued, and the supplementary applications for additional permits are incessant from every market. Menonist, however, fearing lest the excessive issue of permits may prove injurious to the off-take, does not venture rashly to grant them. The proper course is to wait until the working of the new system has been reported to the Throne. Menonist finds that the merchants are now in extraordinarily high spirits, and that the success of the measure is far beyond his original hopes. The increase of licences has undoubtedly been a boon to the people, and a livelihood and to live in ease. The people whom the ravages of war have spread are now enabled to find occupation and at the front of their labour, is indeed what Menonist expected; but that the general measures of reorganisation should have a foundation to start from in this case, is a fortunate circumstance, and such public works as are from time to time required, would be a good fortune beyond his hopes.—Referred by Rescript to the Board of Revenue.

MEMORIAL ON THE SALT TRADE.

The following is the remainder of the article on the salt gabelle, the first part of which we published last Saturday. Pressure on our space is the reason of the delay in the publication of the second part—

(1) The abolition or diminution of miscellaneous charges, fees, and expenses. The Salt Administration holds out an attractive prospect to an unscrupulous official. Besides the salary, he receives all kinds of gratuities from that of the Salt Director and Salt Comptroller down to that of the assistants and tasters, commissaries, examiners and secretaries, there are subscriptions for charitable purposes, payments for presents to superiors and miscellaneous purposes, and the salaries in the various offices of whose connection with the establishment is merely nominal. All these charges are drawn from the salt revenue and are entered in the license register, and the vast total mounts up day by day. Menonist proposes that, with the exception of subscriptions for charitable purposes, which are of real benefit to the people and whose connection with the establishment is merely nominal, all these charges be drawn from the salt revenue and are entered in the license register, and the vast total mounts up day by day. Menonist proposes that, with the exception of subscriptions for charitable purposes, which are of real benefit to the people and whose connection with the establishment is merely nominal, all these charges be drawn from the salt revenue and are entered in the license register, and the vast total mounts up day by day. Menonist proposes that, with the exception of subscriptions for charitable purposes, which are of real benefit to the people and whose connection with the establishment is merely nominal, all these charges be drawn from the salt revenue and are entered in the license register, and the vast total mounts up day by day.

(2) Postscript. Memorial by the same officer on the proposed sale of salt permits in Hupai. A total of 200,000 *gin* of salt, the yearly salt tax receipts have not equalled a third of the *gin* South Hui. In the reign of Taou-tung, the salt merchants' resources were at the lowest ebb, and though the markets were nominally all taken up, to salt over-reached them. The salt merchants could not pay the salt tax, and the recovery of trade seemed almost impossible, when Tiao Shun introduced the system of licences. The idea was excellent and the plan worked well; the amount conveyed and consumed increased daily until it reached 400,000 *gin*. After this, the salt tax receipts increased, and the salt funds were taken to pay the troops, and the administration fell into confusion. In 1865 Tiao Kuo-fan took measures to rectify the condition of the trade entirely in accordance with the system of Tiao Shun. Although for the last ten years or so the salt tax statutory assessments have been raised, the extra assessment of 160,000 *gin* has not yet been got into full, but all former increments of the Department have been taken such measures as would be necessary to rectify the condition of the extra assessment, fearing greatly that upon the increase of the number of permits, future yearly returns, showing a consumption equal to the total assessment, could not be brought forward. The instructions of the Board of Revenue have been followed as yet, but compliance with them has not been complete. But the salt tax returns have long been undiminished and the population is daily increasing; the consumption of salt must therefore daily extend, and it is absurd to suppose that a brisk demand for salt can be accompanied by stagnation in the applications for permits. Menonist, after arriving at his own conclusions, earnestly urged and patronised the proposal to increase the permits, and the merchants of North Hui, perceiving that for a series of years their undertakings had left a margin of profit which might be counted on in future, thereupon filed applications for permits, and the number of permits and the number of permits were overjoyed. This, though an unthought-for gain to them, was nevertheless what they had a right to expect, and indeed greatly benefited the salt tax. But there is a legal limit to the number of permits, and this limit having now been reached, subsequent applications will have to be temporarily refused. The additional permits issued should be credited to a new return for 1879, and the salt, in the same way, sent to market here, there, and everywhere. Of late years the annual salt returns have had to be made up for audit within four months from the closing of the account. This reform specially directed by the regular assessment, but now that the assessment is to be sent to market, the old rule of a year's grace should be reverted to. Menonist has instructed the Salt Comptroller to devote himself to devise such a system as will by degrees secure the thoroughness and rapid consumption. Whether or not of rapid consumption, it is within the limits of what is to be expected. At present, however, we have to report to His Majesty when the usual period has expired.

(3) Strict prevention of smuggling. Of the smuggled salt that has exuded Government salt from the markets of Hupai the greater part is from Szachien. Leaving out of the question the trade at the markets which were formerly supplied by Hui salt, the contraband trade has of late extended from Chien Li in Ching Chou up to the border of the markets, and even the Wu-chang Fu, Hui-chang Fu, Tien Fu, and Hui-chang Fu country suffers from this plague. Of the smuggled salt that has obtained possession of the Huian markets, most comes from Kuangtung. Leaving out of the question the trade in Hui salt, the contraband trade has of late extended from Chien Li in Ching Chou up to the border of the markets, and even the Wu-chang Fu, Hui-chang Fu, Tien Fu, and Hui-chang Fu country suffers from this plague. Of the smuggled salt that has obtained possession of the Huian markets, most comes from Kuangtung. Leaving out of the question the trade in Hui salt, the contraband trade has of late extended from Chien Li in Ching Chou up to the border of the markets, and even the Wu-chang Fu, Hui-chang Fu, Tien Fu, and Hui-chang Fu country suffers from this plague.

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Exclusive of late Arrivals and Departures reported to-day.

hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

Sailing Vessels.			
Alva	4 k Souza	Portu. bje.	632 May
Andreas	3 k Hoyer	Ger. bje.	424 Aug.
Anna	3 k Jessen	Ger. bje.	444 Aug.
Andrie	3 k Wulf	Brit. sch.	66 July
Chia Kau	2 c Lange	Siam. bje.	338 Aug.
Carl Gerhard	4 k Suhr	Ger. bje.	331 Aug.
Catherine Marten	5 k Marden	Brit. 3m. sc.	287 July
Christian	3 k Kosow	Ger. sch.	550 Aug.
Cliff S. Thayer	4 c Davis	Amer. sh.	1008 Aug.
Cliff S. Thayer	2 k Roberts	Brit. sh.	1500 Aug.
Cliff S. Thayer	7 c Fleming	Brit. sh.	189 Aug.
Cliff S. Thayer	5 k Nauch	Ger. bje.	456 Aug.
Cliff S. Thayer	3 k Normant	Fch. bje.	272 Aug.
Cliff S. Thayer	3 k Borgward	Ger. bje.	367 Aug.
Cliff S. Thayer	4 k Deneken	Ger. bje.	439 Aug.
Cliff S. Thayer	3 k Schenckmann	Ger. bje.	519 Aug.
Cliff S. Thayer	4 k Regener	Ger. bje.	938 Aug.
Cliff S. Thayer	7 c Strickland	Amer. sh.	1460 Aug.
Cliff S. Thayer	4 k Steffens	Ger. bje.	637 Aug.
Cliff S. Thayer	2 c Sequira	Siam. bje.	424 July
Cliff S. Thayer	8 k Siow	Amer. bje.	783 July
Cliff S. Thayer	8 c Coalteet	Brit. bgtins.	337 July
Cliff S. Thayer	4 k Thomassen	Ger. bje.	450 Aug.
Cliff S. Thayer	7 c Lightbody	Brit. bje.	367 July
Cliff S. Thayer	5 k Swap	Amer. sh.	1287 Aug.
Cliff S. Thayer	7 c Finlayson	Brit. bje.	399 Aug.
Cliff S. Thayer	8 c Ambury	Amer. bje.	980 Aug.
Cliff S. Thayer	3 k Klieftoth	Ger. bje.	744 Aug.
Cliff S. Thayer	4 c Smith	Amer. sh.	1290 Aug.
Cliff S. Thayer	1 c Hatch	Amer. sh.	1450 Aug.
Cliff S. Thayer	2 c Michaelson	Siam. bje.	476 Aug.
Cliff S. Thayer	7 c Barnard	Amer. bje.	697 July
Cliff S. Thayer	3 k Ottmanns	Ger. sch.	251 Aug.
Cliff S. Thayer	4 c Drew	Amer. sh.	1285 Aug.
Cliff S. Thayer	8 c Averil	Amer. bje.	429 Aug.
Cliff S. Thayer	2 c Campos	Siam. bje.	329 Aug.
Cliff S. Thayer	Dulme	Ger. bje.	319 Aug.
Cliff S. Thayer	Durand	Fch. bje.	388 Aug.
Cliff S. Thayer	Davis	Brit. str.	690 Aug.
Cliff S. Thayer	Barfoot	Chi. str.	920 Aug.
Cliff S. Thayer	Mooney	Brit. str.	284 Aug.
Cliff S. Thayer	Drewes	Brit. str.	954 Aug.
Cliff S. Thayer	26 Braidao & Co.		
Cliff S. Thayer	12 Siemssen & Co.		
Cliff S. Thayer	10 Wieler & Co.		
Cliff S. Thayer	31 Captain		
Cliff S. Thayer	33 Yuen Fat Hong		
Cliff S. Thayer	17 Eduard Schellhass & Co.		
Cliff S. Thayer	13 Wieler & Co.		
Cliff S. Thayer	20 Wieler & Co.		
Cliff S. Thayer	2 Russell & Co.		
Cliff S. Thayer	23 Russell & Co.		
Cliff S. Thayer	20 Gibb, Livingston & Co.		
Cliff S. Thayer	13 Siemssen & Co.		
Cliff S. Thayer	18 Carlowitz & Co.		
Cliff S. Thayer	13 Wieler & Co.		
Cliff S. Thayer	11 Arnold, Karberg & Co.		
Cliff S. Thayer	25 Melchers & Co.		
Cliff S. Thayer	28 Melchers & Co.		
Cliff S. Thayer	7 Order		
Cliff S. Thayer	10 Arnold, Karberg & Co.		
Cliff S. Thayer	17 Yuen Fat Hong		
Cliff S. Thayer	26 Russell & Co.		
Cliff S. Thayer	36 Jardine, Matheson & Co.		
Cliff S. Thayer	10 Melchers & Co.		
Cliff S. Thayer	26 Russell & Co.		
Cliff S. Thayer	15 Captain		
Cliff S. Thayer	16 Siemssen & Co.		
Cliff S. Thayer	17 Russell & Co.		
Cliff S. Thayer	7 Carlowitz & Co.		
Cliff S. Thayer	16 Russell & Co.		
Cliff S. Thayer	9 Captain		
Cliff S. Thayer	21 Chinese		
Cliff S. Thayer	15 Eduard Schellhass & Co.		
Cliff S. Thayer	11 Siemssen & Co.		
Cliff S. Thayer	18 Russell & Co.		
Cliff S. Thayer	9 Arnold, Karberg & Co.		
Cliff S. Thayer	20 Chinese		
Cliff S. Thayer	13 Melchers & Co.		
Cliff S. Thayer	23 Carlowitz & Co.		
Cliff S. Thayer	26 Jardine, Matheson & Co.		
Cliff S. Thayer	24 C. M. S. N. Co.		
Cliff S. Thayer	26 Afong & Co.		
Cliff S. Thayer	26 Siemssen & Co.		
Cliff S. Thayer	Chefoo		
Cliff S. Thayer	Bangkok		
Cliff S. Thayer	Minado, Celebes		
Cliff S. Thayer	Tientsin		
Cliff S. Thayer	Victoria (B. C.)		
Cliff S. Thayer	San Francisco		
Cliff S. Thayer	Chefoo		
Cliff S. Thayer	Bangkok		
Cliff S. Thayer	London		
Cliff S. Thayer	Philippines		
Cliff S. Thayer	Honolulu		
Cliff S. Thayer	Amoy		
Cliff S. Thayer	New York		
Cliff S. Thayer	Bangkok		
Cliff S. Thayer	San Francisco		

<i>Vessel's Name.</i>	<i>Anch- age.</i>	<i>Flag.</i>	<i>Class.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H. P.</i>	<i>Date of Arrival.</i>	<i>Commander.</i>
<i>Eak</i>	5 k	British	gunboat	360	3	340	<i>In Reserve</i>
<i>Meaneo</i>	6 k	British	military hospital	2581	...	120	<i>War Department</i>
<i>Midge</i>	6 k	British	gunboat	465	4	120	<i>In Reserve</i>
<i>Twined</i>	5 k	British	gunboat	360	3	340	<i>In Reserve</i>
<i>Winged Emanuel</i>	5 k	British	Commandore's flag-ship	3087	20	<i>Commandore Cuming</i>
<i>Wivern</i>	5 k	British	turret-ship	4	360	Feb. 11	<i>In Reserve</i>
At Whampoa								
<i>Yang-woo</i>		Chinese	corvette	1400	11	260	Aug. 16	<i>Chang Shing</i>
At Canton								
<i>Foxhound</i>		British	gunboat	455	4	470	Aug. 18	<i>J. M. McQuibae</i>

HONGKONG, MACAO AND CANTON RIVER STEAMERS.				CHINESE GUN-VESSELS IN CANTON WATERS, &c.				
Name.	Tons.	Captain.	Owners.	Name.	Tons.	Guns.	H. P.	Commander.
Ichang	700	Ogston	Butterfield and Swire	An-lan	221	7	70	Lên Kuo-ch'ang
Kiu Kiang	617	Benning, T.	H., C. & M. S.-boat Co.	Choo-hing	30	2	20	Chinese
Kiang-ping	360	Holmes	C. M. S. N. Co.	Chen-to	221	7	70	J. Stewart
Kiangchow	159	Goggin	H., C. & M. S.-boat Co.	Chien-jui	80	3	17	Chinese
Powai	1890	Benning, A.	H., C. & M. S.-boat Co.	Ching-tang	180	6	60	F. Seward
Spark	140	Hoyland	H., C. & M. S.-boat Co.	Chun-tung	150	2	40	Wang Tsing-shên
White Cloud	280	Cary	H., C. & M. S.-boat Co.	Chop-chung	300	...	.....	Li Tack-ming
Yotsai	180	McDougall	H., C. & M. S.-boat Co.	Chop-sai	.....	...	.....	Chang
				Hai-ch'ang-ching	300	3	20	Wu Jui-ch'ang
				Hai-king-ching	129	3	.....	Ch'ên Liang-chiê
				Hai-tung-hung	120	...	.....	Liáng Y'ing-chi
				Hui-tan	24	2	.....	H. J. Fausch
				Lí-shò	80	3	20	Chinese
				Peng-chiou-hai	562	4	125	Ching Sung
				Quang-on	120	4	40	Li Ping-tye
				Shen-chi	200	5	60	Sat Tsung-t'ai
				Sui-tung	160	...	.....	J. B. Murray
				Tching-on	120	2	40	Chinese Admiral
				Tching-po	100	3	40	Wên Lin-an
				Tsing-po	180	6	60	A Garceau
				Yi-hu	20	2	8	Chinese
				Yü-min	24	3	7	J. Yeats

Aug. 19, 1882.
MERCHANT STEAMERS.

Bowen	for Colonies
Haa-shin	for Shanghai
Norden	for Swatow.
SAILING VESSELS.	
Alex. Newton	for Shanghai
Aline	Siamese barque
Ernst	for Tientsin
Gustav & Marie	for Amoy
Hermann	for Tientsin
Kaisow	for Caps Town
Velox	for Newchwang

August 22, 1882.

Appin	British
Djemnah	French
El Dorado	British
Electra	German
Fei-yuen	American
Foochow	British
*Fooksang	British
Hao-san	British
Hankow	British
Heaperia	for London v. F'chow

British

ing	British
Chinese	Chinese
Chinese	Chinese
Chinese	Chinese
British	British
Japanese	Japanese
British	British
for London,	for London,
British	British
British	British
ing No. 2	British
British	British
Chinese	Chinese
German	German
British	British
ERHANT SAILING VESSEL	
ben	German bar
British scho	British scho
German bar	German bar
& Ida	German bar
British bar	British bar
Chinese bar	Chinese bar

British barque

ns	British barque
E. Tapley	for London
ck	British ship
ug	British barque
g	British barque
oburn	for London
F. Brower	British brig
	American bark
	British barque
r	British barque
	British barque
Engene	German schooner
axter	French barque
	for New York
idell	German bark
oway	British barque
	American bark
	British barque
	Siamese bark
	British barque
en Cross	Norwegian bark
y	for Cebu
	British barque
	British barque

left port. or arrived at Hongkong.

Corrected to Saturday, August 26th, 1882.

At 1100 Cash per Dollar Mexican.

THE LASS CAME OUT DURING THE NIGHT.

Bacon, English,	. lb.	350	320	來路烟猪肉
" Ame. Sugar cured,	" "	250	225	花旗烟猪肉
" Fenchow,	" "	200	180	福州烟猪肉
Beef, sizzin and prime cut, cy.	" "	180	160	龍扒肉
" Corned,	" catty	130	120	鹹牛肉
" Roast,	" "	160	150	燒牛肉
" Soup,	" "	60	75	湯肉
" Steak,	" "	160	150	牛肉匙
Bullock's Brains,	per set	50	45	牛腦
" Tongue fresh, each	" "	250	230	牛腩
" " corned "	" "	250	230	鹹牛利
" Head,	" "	650	620	牛頭心
" Heart,	" "	110	100	牛心
" Hump, Salt catty	" "	130	120	牛肩胛
" Feet,	each	35	30	牛脚
" Kidneys,	" "	80	70	牛腰
" Tail,	" "	100	90	牛尾
" Liver,	catty	75	70	牛肝
" Tripe (undressed) catty	" "	50	45	牛肚
Calves' Head and Feet, set	" "	670	650	牛仔頭腳
Hams, American,	. lb.	320	300	花旗火腿
" Chinese,	" "	200	180	金華火腿
" English,	" "	350	320	來路火腿
Mutton Chop,	" "	180	160	羊牌骨
" Leg,	" "	180	160	羊腩
" Shoulder,	" "	140	130	羊手
Kidney & Bladder,	" "	70	60	羊中藥

„ Fry,	„	100	100	猪脚
„ Head,	„	90	80	猪雞
„ Heart,	each	50	40	猪心
„ Kidneys,	„	60	80	猪腰
„ Liver,	lb.	110	100	猪肝
Pork, Chop,	catty	140	130	猪牌骨
„ Corned,	„	130	120	鹹猪肉
„ Leg,	„	140	130	猪腿
„ Fat or Lard,	„	110	100	猪油
Sheeps' Head, and Feet, set		420	400	羊頭脚
„ Heart,	each	60	50	羊心
„ Kidneys,	„	80	70	羊腰
„ Liver,	lb.	140	130	羊肝
„ Tongues,	each	110	100	羊腩
Sucking Pigs,	„	£2.	£1.25	猪仔
Suet, Beef,	lb.	130	120	生牛油
„ Mutton,	„	120	110	生牛油
Sweet Bread,	catty	100	—	牛核
Veal,	„	160	150	牛仔肉

Capons,	catty	200	150	嫩雞
Doves,	each	110	100	斑鳩
Ducks,	catty	110	100	鴨
Eggs, Hen	doz.	100	90	雞蛋
„ Duck	„	100	—	鴨蛋
Fowls,	catty	160	150	鷄
Geese,	„	120	110	鵞
Partridges,	each	130	300	鶉
Pigeons,	„	140	130	鴿
Pheasants, Canton, live per pair		£150	—	白鶉
Rabbits, live, Canton	each	600	—	山雞
Turkeys, Cock,	catty	500	450	省城家兔
„ Hen,	„	350	300	火雞
Snipe,	each	110	100	沙撈越

Barbel,	catty	100	90	嘉魚
Bombay Ducks,	per hundred	150	—	肚魚乾
Carp,	catty	90	80	鯉魚
Catfish,	"	50	—	赤魚
Catfish, Salt	"	100	—	鹹魚

Crabs,	"	100	80	蟹
Cuttle Fish,	"	70	60	魚墨
Dace,	"	—	—	黃尾鱗
Dory,	"	—	—	翼芒
Dog Fish,	"	40	—	長倒沙
Eels, Congor	"	50	—	跌海鰻

File Fish,	"	70	60	網皮洋
Frogs,	"	160	150	田鵝
Fresh Fish, Large	"	180	160	鮮魚
" Small	"	140	120	大鮮魚仔
Garoupa,	"	180	160	石斑魚
Gudgeon,	"	120	110	白蛤

Haddock,	"	—	—	苗花
Herrings,	"	90	80	鱈白
"	smoked	box	\$1.00	烟黃澤
Labrus,	catty	90	80	黃畫魚
Live Fish,	"	160	130	生魚
LOBSTERS	"	110	100	蟹

Mullet,	"	80	70	鱈魚
Parrot Fish,	"	180	120	鸚鵡公魚
Perch,	"	70	60	石鱈
Pike,	"	120	110	鰻魚
Plaice,	"	80	70	花破隆

Pomfret, Black	"	120	110	黑鯧
Prawns,	"	180	120	明蝦
Ray,	"	60	60	琵琶
Rock Fish,	"	70	60	石狗公
Roach,	"	120	110	盆魚
Shark,	"	50	40	鯊魚

Salmon, Canton,	"	110	100	鮭魚
Salmon, Salt water,	"	—	—	馬友魚
Salt Fish,	"	120	90	鹹魚
Scorpene	"	100	90	北魚

Shale,	catty	50	—	魷魚
Shrimps,	"	30	70	蝦
Snapper,	"	120	110	魚
Snake Fish,	"	70	60	立魚
Soles, Fresh,	"	110	100	撻沙魚
Tench,	"	110	—	脚魚
Turtles, small, fresh water, each	250	220		脚魚
Fruits.				菓子
Apples, Tientsin,	catty	250	200	天津平菓
Bananas, fragrant, Canton catty	20	—		省城香蕉
" Brides,	"	25	20	沙香蕉
Carambola, Sweet,	"	100	80	甜三楊桃
" Common,	"	50	40	枋梨
Chestnuts,	"	100	80	風栗
Citron, Green,	"	120	110	佛手
Cocoanuts,	each	50	45	椰子
Custard Apples,	"	50	40	番荔枝
Currants, 2 lbs. bottle	400	350		番細提子
" 1b.	100	140		細提子
Dates, Dried,	"	500	400	洋棗
Figs, Dried,	box	1000	—	無花果乾
Ground Nuts,	catty	30	25	花生
Grapes, Canton,	"	230	200	省城生提
Guava,	"	35	30	花柳
Lemons, China,	"	50	40	檸檬
" Peel,	lb.	50	cents	桔餅
Lichees, Dried, catty	200	150		荔枝乾
" Small lot,	"	80	—	荔枝乾
Limes,	"	60	50	白檸檬
Loong Ngan, Dried,	"	300	250	龍眼乾
" common,	"	50	40	龍眼
" Shok-kit,	"	60	—	石硤龍眼
Mangosteen,	each	35	30	山竹
Musk Melons,	catty	35	30	香瓜
Olives,	"	30	—	白橄
Oranges, Punti,	"	50	—	本地橙
" Sun-wey Sweet,	"	100	80	新橙皮
" Peel,	lb. cents	50	40	橙皮
Papaw,	catty	25	20	木瓜
Pear, Russel,	"	40	30	沙梨
" Punti,	"	40	30	青梨
Persimons,	"	50	40	紅柿
Fine-apples, Punti,	each	30	20	本地蘋果
Plantains, common, catty	15	12		大蕉
" Fragrant,	"	25	20	沙香蕉
Pomegranate,	each	50	40	石榴
Pumelo, Canton,	"	60	—	碌門柚
" Amoy,	"	80	—	見門柚
" Siamsee,	"	70	60	暹羅柚
Prunes, Dried,	bottle	300	250	乾梅
Raisins, Muscatel,	bottle	600	500	提乾
" Pudding,	lb.	150	140	味提
Salisbury Seeds, Pak-kwo, catty	80	70		白菓子
Tamarinds,	"	60	50	酸子
Walnuts,	"	110	100	核桃
Water Chestnuts, com.	"	25	20	合馬蹄
" Mandarin,	"	50	40	桂西馬蹄
Water Melon,	"	25	20	西瓜
Whampes, Sweet,	"	180	—	甜黃皮
" Cookies,	"	80	—	酸黃皮
Vegetables.				菜蔬
Asparagus,	tin.	450	400	龍鬚菜
Bamboo Shoots,	catty	50	45	竹筍
Beans, sprout,	"	20	15	芽菜
" broad,	"	70	60	面豆
Beans, Long, Dolichos, catty	30	25		豇角
Brassica,	"	25	20	菜
Brinjals,	"	25	20	紅茄
Cabbage, Shanghai,	each	120	110	上海榨菜
" Chinese com. catty	25	20		芥菜
Carrots, Punti,	"	100	90	本地金筍
Celery, Chinese,	"	50	40	本地芹菜
Chilies, Dried,	"	100	90	辣青乾
" Fresh, Green,	"	20	20	青辣椒
" Red,	"	25	20	紅花椒
Cucumbers,	"	25	20	青瓜
Egg Plant,	"	20	15	矮瓜
Garlic,	"	25	20	蒜頭
Ginger, old,	"	20	—	薑
" young,	"	25	20	新薑
Gourd, snake	"	30	25	蛇瓜
Horse Radish, Shai,	catty	180	100	大蘿蔔
Lettuce, Chinese,	bunch	10	8	唐人生菜
Maize, per head,	each	20	—	粟
Onions, Bombay,	catty	60	50	洋葱
" Green,	"	20	—	生葱
Okra,	"	30	25	毛茛
Parley, Chinese,	"	120	—	芥菜
" English,	bunch	15	10	洋茼
Potatoes, Macao,	catty	35	30	澳門薯仔
" Japan,	"	25	20	日本薯仔
" California,	"	40	35	金山薯仔
" Sweet,	"	10	—	番薯
Pumpkin, Yellow,	"	12	10	番冬瓜
" Green,	"	10	—	青冬瓜
Purslane,	"	20	—	猪仔菜
Scallions,	catty	25	20	蔥
Shallots,	"	45	40	詭蔥
Spinage,	"	20	—	菜
Squash, bitter	"	25	20	菜瓜
" bitter	"	20	15	苦瓜
Taro,	"	13	10	芋頭
Tomatoes, Shanghai,	"	70	60	上海西紅柿
" Punti,	"	30	25	本地西紅柿
Turnips, Punti,	"	20	15	蘿蔔
Water Caltrop,	"	20	15	菱角
Water Cress,	bunch	20	15	西洋菜
Water Lily Roots,	catty	25	20	蓮藕
Yams,	"	30	25	大薯
G. ORLEY, Inspector of Markets.				
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